

REPORT NO.

CD NO.

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COUNTRY Germany (Russian Zone)

DATE DISTR.

15 November 1950

SUBJECT Finow Airfield

NO. OF PAGES

4

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Document No.

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Auth.: HR 78.2

Dates:

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1. On 12 June 1950, six jet planes were parked on the eastern edge of the Finow (N 53/V 08) airfield. Two twin-engine transports, 3 bi-planes, 12 single-engine, low-wing monoplanes, and 28 jet planes covered with tarpaulins were on the northern edge. The six jet planes on the eastern edge [redacted] cm high, which were seen for the first time. [redacted] Behind these planes stood fuel truck [redacted]

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Behind these planes stood fuel truck

2. The disposition of the planes was unchanged on 15 June 1950. No flights were made.

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(2)

were seen in Pinow. Trucks

a passenger car, a truck, and a radio truck were standing behind the six jet planes which were not covered.

3. Twenty-five jet planes with swept-back wings and four U-2 biplanes were observed at the field between 10:30 a.m. and 3 p.m. on 23 June 1950.

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4. The 12 jet planes which were parked on the southern and eastern edges of the field made flights of up to 30 minutes duration. They did not use the runway when taking off. They took off in elements of two, following

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each other at a distance of about 50 meters. (3)

5. Four antenna masts, about 6 or 7 meters high and arranged in a square, were in the southwestern corner of a farmyard in Pinowfurt (N 53 1/2 98). In the center was a square box, presumably a generator, which was 1 1/2 meters high, 1.2 meters long and 60 to 80 cm wide. A wooden garage with eight doors was east of the installation. Soldiers wearing blue epaulets were seen in the farmyard.

6. Thirty jet planes, about 15 single-engine low-wing monoplanes, about 8 biplanes, and 2 twin-engine transports were parked on the northern edge of the field on 12 June 1950. No flights were made between 8 and 10 a.m.

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7. Lighting facilities were recently installed on the eastern edge of the runway. (4) In place of the radio truck which was previously seen on the approach lane were two wooden reels, each about 2x5x6 meters (sic). A radio station with four antenna masts, each about 6 meters high, was also observed near the farmyard of Pinowfurt. (5) About 100 soldiers wearing black-bordered, blue epaulets practiced firing with guns on the firing range in the southeastern corner of the field.

8. About 60 to 70 planes were parked at the field on 19 June 1950. About 35 to 40 were jet fighters with swept-back wings, about 20 single-engine, low-wing monoplanes with in-line engines, about 6 biplanes, and 2 twin-engine transports. The number of aircraft at the field appeared to have decreased since early June 1950. [REDACTED] on the fuselages of the jet planes with swept-back wings, in line with the

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9. On 19 June 1950, the markings along the runway were no longer there. (6) On the eastern edge of the runway were five searchlights instead of the four small ones previously observed which were about 50 cm in diameter. The searchlights were pointed to the east and not to the west, as before, and had a red sheen. The instrument with red bulges (sic) was no longer there. No soldiers or motor vehicles were seen near the radio station in the farmyard of Pinowfurt. The four masts seemed to be shortened to 4 meters. Possibly they can be extended like a telescope. (5)

10. About 25 jet planes with swept-back wings, about 10 single-engine, low-wing monoplanes, and 6 biplanes were parked at the field on 25 June 1950. It rained occasionally between 12:30 and 5 p.m. and there was no flying. Red large numbers were again noticed on the noses of the jet planes. [REDACTED]

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11. Five searchlights with red glass were again seen on the eastern end of the runway. A radio tower, 10 to 15 meters high, with a wooden shed 2x2x2 meters at its side, was observed on the edge of the approach lane about 1,200 meters south of Pinow, and 1,500 meters east of the airfield border. (7)

12. About 45 jet planes with swept-back wings and high rudder assemblies, about 20 single-engine, low-wing monoplanes, 8 biplanes, and 2 twin-engine commercial planes with windows in their fuselages were parked on the northern and southern edge of the field on 9 June 1950. The jet planes were painted silver-gray and [REDACTED]

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13. [REDACTED]

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14. Five searchlights, 50 cm in diameter and about 80 cm high, were on the eastern edge of the landing field, about 50 meters east of the runway. They were about 60 meters apart. The two outer searchlights were white, the inner ones red. They were beamed horizontally at the time of observation. Immediately beside the searchlights stood a van, which probably served as quarters for the searchlight personnel. A radio station was in the southeastern corner of a clearing which was east of the field. One air force officer and four junior sergeants, accompanied by a watchdog, were seen near the installation. The radio mast was braced by two guy wires at a height of about 6 meters, two more at about 9 meters and four stronger, white guy wires just under the top. About 35 cm above the white guy wires was a small round plate about 20 cm in diameter. Two thin wires connected the plate with one of the cantonment buildings. Four telephone lines led from this cantonment building to a red brick building on the northern edge of the field, to the officers billets in Poststrasse in Finow, to the quarters in Biesenthalerstrasse and to another barracks east of Biesenthalerstrasse. (7)

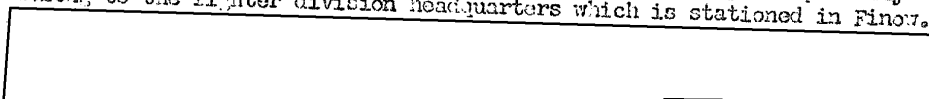
15. On 2 July 1950, the field was occupied by 48 jet planes some of which had swept-back wings and the rest conventional wings, 21 single-engine, low-wing monoplanes, 2 twin-engine, commercial planes and 18 twin-engine bombers with double rudder assemblies. (1) Tank truck [redacted] and trucks [redacted] were seen at the field. Two railroad tank cars were pulled to the gasoline dump on the northern edge of the field. 25X1

16.

Field Comments.

(1) The number and type of aircraft, type 14 jet planes, Yak-9s, IL-2s and PO-2s according to their description, and [redacted] indicate that the occupation of the field has not changed. Two fighter regiments are still believed to be in Finow. About 70 to 75 percent of the conventional fighters which were assigned to the two regiments have apparently been exchanged for type 14 jet planes. It is believed that one squadron of each regiment is still equipped with conventional fighters. The remaining conventional fighters were apparently transferred. The aircraft of the two fighter regiments are possibly distinguished by black and red numbers on their fuselages. The IL-2 transports probably belong to the fighter division headquarters which is stationed in Finow. 25X1

(2)



The information on the classes inducted and discharged does not indicate whether air force or army soldiers were concerned. The statement that army soldiers of the 1925 and 1926 classes were discharged was previously received.

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[redacted] The information that the 1930 class has not been drafted conflicts with previous reports which state that parts of this class were inducted. [redacted]

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- (3) This is the first report that jet planes did not use runways when taking off. According to previous reports, jet aircraft took off and landed exclusively on concrete runways.
- (4) The lighting installation is reported for the first time. The lights, which are in the approach lane, probably mark the edges of the landing field where the planes touch the ground. For their location, see Annex 2.
- (5) For sketch of radio station, see Annex 3. The location of the radio station was previously reported by other sources. The statements are, however, contradictory as to the hut in the center of the four masts.
A steel hut mounted on a pedestal is mentioned in one report. [redacted]
- (6) There had been white markings along both sides of the runway.
- (7) The radio station is reported for the first time by two sources. The purpose of the installation is not known. The station is apparently of the same type as was reported from Austria. [redacted]
For sketch of radio station, see Annex 4. This station is believed to be the same as item 7 in Annex 2. The location of the cantonment building, connected by wire to the mast is not known.

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3 Annexes: 3 sketches on ditto

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